

## ST. PHILIP'S CHURCH, LEEDS.

THIS church, relative to which we inserted a letter from a correspondent two weeks ago, was consecrated on the 6th. The architect is Mr. R. H. Chantrell; the foundation-stone was laid on the 10th of November, 1845.

Another correspondent has favoured us with the following descriptive particulars:—

The nave is 69 feet long within, and its side aisles 40 feet. The respective breadths are 22 feet for the centre or nave, and the side aisles are each 11½ feet, so that, with octagon pillars 2½ feet diameter, the breadth within is 49½ feet. The chancel at the east end is 30 feet long and 20 feet broad. The church contains 580 sittings. The chancel is raised above the nave by one step, the rail or screen before the altar is raised by a second step, and the table stands on the third. The pulpit is on the north side by the vestry door, and the reading-desk is at the south-east corner of the nave. The chancel has an eastern window of five lights, three of two lights on the north side, and three of two lights on the south. The pillars, arches, and mouldings are all of hewn stone, and all brackets and other ornaments are carved in stone. The only plaster is upon the walls, but those of the chancel are covered with Marton's cement. The roof is open framed on the old principle, with arched ribs and hammer beams terminated with carved figures and foliage. The proportions are obtained on the system concerning which the architect read a paper before the Institute of British Architects, some time ago, which was printed in *THE BUILDER*. The nave is separated from the aisles by five arches, over which is a clerestory, the walls nearly 3 feet thick. The walls are generally 2½ feet thick, and built of properly squared and coursed stone, the same as used in all ancient buildings of the stone district from time immemorial. The exterior is plain and simple as the interior; the tracery of the windows, the canopied buttresses of the chancel, roof corbels, the stone ridge, and the few decorations of the tower and spire being the only ornaments. The north and south aisle walls are 19 feet high, the nave 37 feet, and the chancel 2½ feet, the rise of the roof being 19 feet on the nave and 17½ feet on the chancel. From the ground to the top of the tower parapet is 60 feet, and the spire 60 feet more, making a total of 120 feet to the top of the stonework. The windows of the aisles have each two lights, and the west end has a spherical triangular light, the place of a window being blocked by a building. The entrance-gates are in an open portal on the south of the inclosure. The tower forms a porch on the south side, being entered on the eastern face, as the most convenient position upon the site. This is the general entrance, but opposite is a north door for egress, and a north staircase to the organ gallery gives further accommodation. The chancel has a priest's door on the south side, and the vestry is entered from the north side, having an external door also. The tower contains three fine-toned bells and a clock which has an internal dial only. The style of the building is after the earlier part of the fourteenth century, when pointed architecture was rising towards perfection. The entire cost of the erection, including a powerful organ, the fittings, stained-glass windows, bells, &c., has been upwards of 5,000*l*.

**KEEP THE RAIN FROM NEW WORK.**—The necessity of this was exemplified the Sunday before last, at Bradford Church, Berks, now being restored under the direction of Mr. Scott. Between the nave and the south aisle, according to the *Berkshire Chronicle*, are three new arches, surmounted by a wall; these had just been finished, and covered by an oak roof, upon which the tiles had not yet been laid. In consequence, the heavy rain which fell on Saturday night and Sunday morning last, were conducted on to the rafters between the wall-plates. The pressure, acting on the new and unfinished work, caused the wall to give way, and with a loud crash it fell, the material descending into the church, and injuring the pulpit. After the conclusion of divine service, which has lately been celebrated in the school-room, assistance was given by the workmen, who shored up the walls under the wall-plates, which had sunk several feet, and would soon have given way entirely.

## NOTES IN THE PROVINCES.

THE Windsor authorities have submitted a plan of improvements, embracing a great variety of alterations in the town, to the Commissioners of Woods and Forests for embodiment, if approved of, free of expense, in the "Windsor Castle and Town Approaches Improvement Bill," which is to be presented for reconsideration at an early period of the ensuing session of Parliament. In this plan several new thoroughfares and lines of streets have been marked out, as to accommodate a large class of the inhabitants, in connection with the extensive alterations and improvements intended by the Crown. A scheme for an improved system of drainage has also been submitted to Lord Morpeth. The *Cambridge Advertiser* states that a bet to mould 700 bricks in an hour (nearly one every fifth second, or twelve every minute), was lately made by a brickmaker, who was moulding the 702nd at the expiry of the hour! The new church lately erected at Huntingdon by Lady O. B. Sparrow, was opened on Sunday week for the use of the railway labourers in the vicinity. Botesford Church has been re-opened. The transepts and nave have been fitted up with solid oak seats, and the chancel with oak stalls, in place of high pews. The transept and nave seats are less ornamented than those in the chancel. A new oak screen separates the nave from the space beneath the tower. The whole area has been repaved with black and red tiles, and the roof of each part repaired. The exterior has also been repaired. The architects employed were Messrs. Sharpe and Puley, of Leicester, and the expense 1,700*l*, about 400*l*. of which have yet to be raised. The decoration of the Roman Catholic church of St. Chad, Birmingham, has recently been effected, the designs of the ornaments being by Mr. Pugin. The roof has been dispersed throughout, the groundwork being blue, and the prevailing colour crimson and green. The roof of the nave is adorned by a glowing geometrical pattern, and enriched with monograms. The aisles are powdered with stars between lines of trifolia. An inscription in gothic characters forms a border to the whole. An additional stained window is to be placed in the Content Church, at Handsworth, from a design by the same architect, to be executed by Mr. Hardman. The new district church at Little Drayton, built by subscription, aided by a donation of 1,000*l*. by Mrs. Nozely, was consecrated a few days ago. It is a stone building, in the early English style, with side aisles, and a tower at the north-west corner. The interior is fitted up with open seats, as of old, and mostly free, for 600 persons. The re-opening of Duffield Church, after its entire restoration, under the direction of Mr. St. Aubyn, took place on Monday week. The first stone of the new parsonage at Nottingham, has been laid. The parish church of Brimington, near Chesterfield, was opened on Thursday week, after being rebuilt from designs by Mr. Mitchell, architect, Sheffield. It is in the decorated style. The plan is a double rectangle, having a nave with clerestory, 57 feet by 22 feet, side aisles 57 feet by 12 feet, and chancel 21 feet by 16 feet. The old tower at the west end is retained, but has been raised 12 feet, terminating with a parapet, and four pinnacles. The church is fitted up with open benches throughout, and contains 500 sittings, of which 300 are free, besides a commodious gallery in the tower, and seats in the area underneath for children. The foundation-stone of the partly-erected church in progress at Walker, Newcastle, was laid by the mayor on Monday week. It is in the early English style, with double and single lancet windows; the eastern one, of three lights, with circular centre, probably with stained glass. There will be a chancel, nave, north aisle, east porch, and belfry: estimated cost 1,300*l*,—1,000*l*. already contributed. Mr. A. B. Higham, of Wakefield, is the architect, and Mr. Richard Cail, of Newcastle, the builder. The Glasgow magistrates have authorized the Lord Advocate to bring in a bill for the establishment of baths and wash-houses, in towns in Scotland, similar to the measure brought before Parliament for England and Wales.

## RAILWAY SIGNALS AND BREAKS.

SINCE the occurrence of so many recent accidents, and the hint to jurymen on the responsibility of railway directors for the result of such accidents, a movement has begun to manifest itself, among the railway authorities, in the right direction, though not exactly where it was most required. They have plenty of materials, present and past, the results of ingenuity more or less practical or visionary, on which to work, and it is earnestly to be trusted that the present agitation will not die away without further sign of amendment. The *Leeds Intelligencer* recommends the offer of a prize for the best invention to secure the mutual communication of passengers, guards, and engine drivers; but really there has been no want of invention. The chief want has been a willingness to adopt one or other of the best already recorded. A recent one, however, by a lady, merits further notice; namely, the insertion of speaking tubes into each carriage, through which the passengers and guards might mutually converse in the event of the occurrence of any apparent necessity for stopping the train, which, as we have long since suggested, ought to be a power consigned to the guards alone, in the exclusion of every passenger. If the foot-boards cannot be modified into a gangway, or a communication made, as a Mr. Hughes suggests, through the carriages themselves, and along which the guards might move with safety towards any point where their immediate presence might be called for by one of the many contrivances already suggested, and if even the voices issuing through such a speaking trumpet as the amateur lady-engineer proposes, would not be unheeded in the din and racket of railway transit, 'her ladyship's' contrivance certainly deserves one of the first prizes; and at all events the *Railway Chronicle* thinks she 'has at length solved the problem.' By means of india-rubber junctions, with bayonet joints, one continuous tube along the train, it is thought, may be of practical use, together with carriage numbers under the notice of the passengers at the interior offices. Perhaps the only question here is whether the comparatively soft junctions of esoutheouc would not deaden the voice, instead of distinctly conducting it. No mode of subsequent communication between the guards and the engine-driver seems to be suggested, unless it be thought that a voice would be heard in this way even on the engine, but there has been no want of such suggestions either. Mr. E. J. Hughes, a correspondent of a Manchester paper, suggests that Parliament itself should appoint a competent tribunal for the examination of all inventions for increasing the safety of railway travelling, and the award of compensation [out of the railway profits?] to the more deserving. This he feels compelled to suggest; from the indifference which he has known different plans to have met with from directors.

The same gentleman, reviewing the suggestion of bells [spring bells they ought to be] as the most effectual signals between guards and passengers, the guard answering the call in person through a passage made along the line of carriages, opening from one to another, almost, by the way, as already in practice on canals, where a passage is opened along the interior of the different divisions of the swift boats. Several of the Great Western porters are said to have already successively resigned, or refused the office of 'travelling porter,' on account of the irksome and uncomfortable position in which it places them day and night. Further protection, and a more comfortable seat, appear to be requisite, although the object in arranging to the contrary, was probably a good one. Some such post is already continually occupied on the Austrian line. Many suggestions have been offered for the improvement of the system of breaks, such as the self-acting one, invented by Mr. George Stephenson, and also claimed in the *Albion* by Mr. T. H. Myers, of Birkenhead; the self-acting one invented by Mr. Richard Ayre, of Newcastle, described in the *Gateshead Observer*; the self-acting or hand-worked one, invented by Mr. Hughes, and described in the *Manchester Guardian*; the hand-worked yet self-acting one, invented by Mr. Alfred Knight, of Birmingham, &c. We have also been requested to give an opinion on the comparative merits of some of those suggested, but our duty is chiefly to record such suggestions for the